

Amendment No. 2 to HB0992

Sargent  
Signature of Sponsor

**AMEND Senate Bill No. 907\***

**House Bill No. 992**

by deleting the following from § 55-12-141(a)(3) in Section 2; § 56-7-1118(a)(3) in Section 3;  
and § 65-15-301(3) in Section 4:

A prearranged ride does not include transportation provided using a taxi,  
limousine, or other for-hire vehicle regulated pursuant to § 7-51-1003;  
and substituting instead the following:

A prearranged ride does not include:

(A) Shared expense carpool or vanpool arrangements provided by  
businesses engaged in the rental of motor vehicles; or

(B) Transportation provided using a taxi, limousine, or other for-hire  
vehicle regulated pursuant to § 7-51-1003;

**AND FURTHER AMEND** by deleting the language “, or not engaged in a prearranged ride” from  
§ 55-12-141(h) in Section 2 and substituting instead the language “or not engaged in a  
prearranged ride”.

**AND FURTHER AMEND** by inserting the following new subsection (h) in § 56-7-1118 in Section  
3:

(h)

(1) Nothing in this section shall limit the right of a lender or secured party  
of a driver’s vehicle to require a driver to maintain comprehensive or collision  
damage coverage for a driver’s vehicle, or to show evidence of such coverage to  
the lender or secured party, that would cover the period when the driver is logged  
on to the transportation network company’s digital network but is not engaged in

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a prearranged ride or when the driver is engaged in a prearranged ride. If the driver fails to maintain the required comprehensive or collision damage coverage, or to show evidence to the lender or secured party of the coverage upon reasonable request by the lender or secured party, the lender or secured party may obtain the coverage at the expense of the driver and shall have no duty to provide the disclosure under § 56-7-1106.

(2) If a lender or a secured party has a secured interest in a driver's vehicle and a transportation network company's insurer makes a payment for a claim for damage to the driver's vehicle that is covered under comprehensive or collision damage coverage held by the transportation network company, then the transportation network company shall cause its insurer to issue the payment either directly to the vehicle repair shop or jointly to the owner of the vehicle and the primary lender or secured party on the covered vehicle.

**AND FURTHER AMEND** by deleting the language "one (1) year" wherever it appears in § 65-15-304(5) in Section 4 and substituting instead the language "two (2) years".

**AND FURTHER AMEND** by deleting subsection (a) in § 65-15-308 in Section 4 and substituting instead the following:

(a) The transportation network company shall adopt a policy prohibiting a driver, while providing transportation network company services, from the solicitation or acceptance of cash payments from riders and notify drivers of the policy.

**AND FURTHER AMEND** by deleting the language "Drivers shall not solicit" in subsection (b) from § 65-15-308 in Section 4 and substituting instead the following:

While providing transportation network services, drivers shall not solicit  
**AND FURTHER AMEND** by deleting the language “an accident” from § 65-15-309(f)(1) in  
Section 4 and substituting instead the language “a motor vehicle accident”.

**AND FURTHER AMEND** by deleting § 65-15-309(f)(2) in Section 4 and substituting instead the  
following:

(2) A transportation network company shall comply with any law enforcement  
investigation in which transportation network company trip data may be pertinent.

**AND FURTHER AMEND** by adding the following new subsection (g) to § 65-15-309 in Section  
4:

(g) If the transportation network company is informed through the complaint  
procedure as described in § 65-15-305(a) that a rider reasonably suspects that a driver  
was under the influence of drugs or alcohol during the course of a trip, the transportation  
network company shall instruct the rider who filed the complaint to also report the  
driver’s suspected drug or alcohol use to a local law enforcement agency having  
jurisdiction over any criminal offense that may have occurred as a result of a driver being  
under the influence of drugs or alcohol. A transportation network company shall comply  
with any investigation by the local law enforcement agency.